


		NTSB ID: ANC99LA076		Aircraft Registration Number: N43373	
		Occurrence Date: 06/12/1999		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place CANTWELL	State AK	Zip Code 99729	Local Time 1930	Time Zone ADT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 1			
Aircraft Information Summary					
Aircraft Manufacturer Taylorcraft		Model/Series BC-12 /BC-12		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On June 12, 1999, about 1930 Alaska daylight time, a wheel equipped Taylorcraft BC-12 airplane, N43373, sustained substantial damage during a forced landing after takeoff from the Summit Airport, a private airport located about six miles southwest of Cantwell, Alaska, about latitude 63 degrees, 19.89 minutes north, and longitude 149 degrees, 07.64 degrees west. The airplane was being operated as a visual flight rules (VFR) personal flight to the Lake Hood Strip, Anchorage, Alaska, when the accident occurred. The airplane was operated by the pilot. The certificated private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight was the continuation of a cross-country flight that originated at the Fairbanks International Airport, Fairbanks, Alaska, about 1800.</p> <p>During an interview with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 14, 1999, the pilot reported that when he departed Fairbanks, the airplane's engine was running fine. He landed at the Summit Airport for a rest. Upon departure from runway 21, the engine power began to decrease, varying from full power to almost none. His application of carburetor heat produced no change. He said the engine was not running rough or sputtering, but was not producing enough power to climb above about 100 feet. He made a gentle bank to the left, gradually losing altitude. He performed an emergency landing on soft, tundra-covered terrain about 3/4 mile southwest of the airport. During the landing, the landing gear was sheared off, the wing lift struts were bent, and the left wing was bent at the inboard end.</p> <p>In the Pilot/Operator report (NTSB form 6120.1/2) completed by the pilot, he indicated that he always filtered his fuel through a chamois. Prior to his departure from Fairbanks, he did not find any water in the fuel when he sumped his fuel tanks.</p> <p>Following the accident, the airplane was recovered and transported to a private residence in Big Lake, Alaska. A Federal Aviation Administration (FAA) airworthiness inspector, Anchorage Flight Standards District Office (FSDO), inspected the airplane at the residence on July 1, 1999. The inspector reported the carburetor control cables were attached, and operated normally. Fuel was present in the carburetor bowl, and in the lines to the carburetor. About four to five gallons of fuel was present in the header tank. Engine gear train continuity was established. The air filter was unobstructed.</p>					
<div style="display: flex; justify-content: space-between;"> <span>FACTUAL REPORT - AVIATION</span> <span>Page 1</span> </div>					

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: ANC99LA076			
		Occurrence Date: 06/12/1999			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name SUMMIT	Airport ID: UMM	Airport Elevation 2409 Ft. MSL	Runway Used 21	Runway Length 3840	Runway Width 80
Runway Surface Type: Gravel					
Runway Surface Condition: Dry; Soft					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer Taylorcraft	Model/Series BC-12 /BC-12		Serial Number 7032		
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tailwheel					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt. 1200 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: Continental	Model/Series: A-65-8	Rated Power: 65 HP		
<b>- Aircraft Inspection Information</b>					
Type of Last Inspection Annual	Date of Last Inspection 05/1998	Time Since Last Inspection 40 Hours	Airframe Total Time 2080 Hours		
<b>- Emergency Locator Transmitter (ELT) Information</b>					
ELT Installed?/Type Yes /	ELT Operated? No	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner  KARL D. OLSON	Street Address P.O. BOX 83637				
	City FAIRBANKS	State AK	Zip Code 99709		
Operator of Aircraft  KARL D. OLSON	Street Address P.O. BOX 83637				
	City FAIRBANKS	State AK	Zip Code 99709		
Operator Does Business As:			Operator Designator Code:		
<b>- Type of U.S. Certificate(s) Held: None</b>					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
<div style="display: flex; justify-content: space-between;"> <span>FACTUAL REPORT - AVIATION</span> <span>Page 2</span> </div>					

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>			NTSB ID: ANC99LA076																																																																																															
			Occurrence Date: 06/12/1999																																																																																															
			Occurrence Type: Accident																																																																																															
<b>First Pilot Information</b>																																																																																																		
Name				City		State	Date of Birth	Age																																																																																										
				On File		On File		34																																																																																										
Sex: M	Seat Occupied: Left		Occupational Pilot? Unknown			Certificate Number:																																																																																												
Certificate(s): Private																																																																																																		
Airplane Rating(s): Single-engine Land																																																																																																		
Rotorcraft/Glider/LTA: None																																																																																																		
Instrument Rating(s): None																																																																																																		
Instructor Rating(s): None																																																																																																		
Current Biennial Flight Review?																																																																																																		
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--no waivers/lim.				Date of Last Medical Exam: 07/1997																																																																																												
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>360</td> <td>120</td> <td>360</td> <td></td> <td></td> <td></td> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>310</td> <td>120</td> <td>310</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>2</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>2</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>2</td> <td>2</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>									- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	360	120	360				3				Pilot In Command(PIC)	310	120	310								Instructor											Instruction Received											Last 90 Days	2	2	2								Last 30 Days	2	2	2								Last 24 Hours	2	2	2							
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft							Glider	Lighter Than Air																																																																																		
						Actual	Simulated																																																																																											
Total Time	360	120	360				3																																																																																											
Pilot In Command(PIC)	310	120	310																																																																																															
Instructor																																																																																																		
Instruction Received																																																																																																		
Last 90 Days	2	2	2																																																																																															
Last 30 Days	2	2	2																																																																																															
Last 24 Hours	2	2	2																																																																																															
Seatbelt Used? Yes		Shoulder Harness Used? No			Toxicology Performed? No		Second Pilot? No																																																																																											
<b>Flight Plan/Itinerary</b>																																																																																																		
Type of Flight Plan Filed: VFR																																																																																																		
Departure Point		State			Airport Identifier		Departure Time		Time Zone																																																																																									
SUMMIT		AK			UMM		1930		ADT																																																																																									
Destination		State			Airport Identifier																																																																																													
ANCHORAGE		AK			Z41																																																																																													
Type of Clearance: None																																																																																																		
Type of Airspace: Class G																																																																																																		
<b>Weather Information</b>																																																																																																		
UAT CAS Source of Wx Information:  No record of briefing																																																																																																		

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: ANC99LA076			
		Occurrence Date: 06/12/1999			
		Occurrence Type: Accident			

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 60	SM	Altimeter: "Hg
Temperature: 18 °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: Variable	Wind Speed: Light and \	Wind Gusts:			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0	SM			
Precip and/or Obscuration:					

<b>Accident Information</b>		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot				1	1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -				1	1	
Other Ground	0	0	0		0	
- GRAND TOTAL -	0	0	0	1	1	

FACTUAL REPORT - AVIATION		Page 4
---------------------------	--	--------



National Transportation Safety Board

**FACTUAL REPORT**  
**AVIATION**

NTSB ID: ANC99LA076

Occurrence Date: 06/12/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

SCOTT R. ERICKSON

Additional Persons Participating in This Accident/Incident Investigation:

KIM RISKE (FAA)

ANCHORAGE, AK